

## Message Text

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SUBJECT: DEVELOPMENT OF SOVIET AIR BUS

REF: MOSCOW 6017 (NOTAL)

1. SUMMARY - ACCORDING TO JULY 12 IZVESTIA ARTICLE FULL-SCALE MOCKUP OF SOVIET AIR BUS (APPARENTLY IL-86 THOUGH NOT MENTIONED AS SUCH IN REPORT) HAS BEEN COMPLETED AND ASSEMBLY OF FIRST STANDARD MODEL IS UNDERWAY. CHARACTERISTICS OF AIRCRAFT (350 PASSENGERS, SPEED 950 KILOMETERS/HOUR, ABOUT 6,000 KILOMETERS OPERATIONAL RANGE) GENERALLY CORRESPOND TO PREVIOUSLY REPORTED IL-86 SPECIFICATIONS. REPORT STRESSES SPEED AND EASE OF LOADING/UNLOADING OF NEW AIR BUS DUE APPLICATION OF CARRY-ON BAGGAGE PROCEDURES. END SUMMARY

2. IZVESTIA ARTICLE ENTITLED "MEET: AIR BUS" CLAIMS VARIOUS SEGMENTS OF SOVIET AIR TRANSPORT INDUSTRY, INCLUDING AIRPORT PLANNERS AND CONSTRUCTION ENTERPRISES, R&D ORGANIZATIONS AND DIFFERENT AEROFLOT DEPARTMENTS, ARE ALL PARTICIPATING IN SOLUTION URGENT TASK OF CIVIL AVIATION: ORGANIZATION OF AIR BUS TRANSPORT. ARTICLE STATES THAT ASSEMBLY OF FIRST STANDARD MODEL OF AIRCRAFT

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HAS STARTED AND FULL-SCALE MOCKUP ALREADY EXISTS AT ONE OF

EXPERIMENTAL PRODUCTION SHOPS. MOCKUP WAS REPORTEDLY INSPECTED BY APPROPRIATE COMMISSION OF AVIATION SPECIALISTS AND AEROFLOT WORKERS, WHO ESPECIALLY NOTED COMFORT AND RATIONAL LAYOUT OF CREW COMPARTMENT FOR TWO PILOTS AND ENGINEER.

3. THREE COMPARTMENTS FOR 350 PASSENGERS FEATURE NINE SEATS ABREAST IN THREE SEAT GROUPS DIVIDED BY TWO WIDE AISLES. SIX-METER DIAMETER FUSELAGE, DESCRIBED AS "EQUAL TO DIAMETER OF METRO TUNNEL", DIVIDED INTO LOWER AND UPPER DECKS. UPPER DECK CONTAINS CREW AND PASSENGER COMPARTMENTS, WHERE PASSENGERS TO BE SERVED BY "TENS OF STEWARDESSES" WHILE WATCHING FILMS OR LISTENING TO "ONE OF SEVERAL MUSCI PROGRAMS". LOWER DECK, WITH THREE ENTRYWAYS, TO CONTAIN SPECIAL SHELVES FOR PASSENGER HAND LUGGAGE AND BAGGAGE; THIS "CARRY ON BAGGAGE" SYSTEM EMPHASIZED AS NEW FEATURE WHICH WILL AVOID LOSS OF TIME WAITING TO CHECK AND PICK UP BAGGAGE AT EACH END OF FLIGHT. SOVIET AIR BUS, WITH OPERATIONAL CHARACTERISTICS REPORTED AS 350 KILOMETERS PER HOUR SPEED AND ABOUT 6,000 KILOMETERS RANGE, TO BE USED PRIMARILY ON RESORT AND TOURIST ROUTES.

4. COMMENT: IF DEVELOPMENT OF IL-86 HAS REACHED POINT OF ASSEMBLY OF FIRST TEST MODEL, THIS MAY PARTIALLY EXPLAIN SITUATION REPORTED REFTTEL WITH REGARD TO LACK OF ACTIVE SOVIET INTEREST IN PURCHASE US AIRCRAFT. HAVING WITNESSED AEROFLOT PRACTICE OF JAMMING OVER 100 PASSENGERS INTO TERMINAL-AIRCRAFT BUS DESIGNED FOR MAXIMUM FIFTY PERSONS, WE ANTICIPATE NO BENEFIT FROM ADDING ALL BAGGAGE TO THIS OVERLOAD. STANDARD AEROFLOT ORGANIZATIONAL METHODS CAN ALSO BE EXPECTED TO RESULT AFTER FLIGHT IN PASSENGERS MILLING AROUND LOWER DECK OF AIR BUS INSTEAD OF TERMINAL FOR MINIMUM HALF-HOUR SEEKING MISPLACED LUGGAGE. IT SEEMS UNLIKELY ALSO THAT SOVIETS WILL BE ABLE RESIST INCLUDING USUAL LESS-THAN-ENTERTAINING PROPAGANDA IN FILMS AND "MUSIC PROGRAMS" FEATURED ON NEW AIRCRAFT.  
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